

Art Unit: 3616

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Claims:

1. A compensating means for compensating for different wheel turn angles in a vehicle (as hereinbefore defined), the vehicle having a plurality of wheels at least two of which are operatively connected by a drive system (as hereinbefore defined) so as to turn simultaneously, the compensating means being adapted to be used with the drive system; the compensating means including a first rotatable means for rotation about a central shaft, a second rotatable means for rotation about the central shaft, the first rotatable means and the second rotatable means being concentric, and a connecting means operatively connecting the first rotatable means and the second rotatable means for limited relative angular movement therebetween.

2. A compensating means as claimed in claim 1, wherein the vehicle is a supermarket trolley.

3. (Amended) A compensating system as claimed in claim 1, wherein the vehicle has four wheels, all of which are linked by the drive system.

4. A compensating system as claimed in claim 3, wherein the drive system is selected from the group consisting of a cable, belt, v-belt or chain.

5. (Amended) A compensating system as claimed in claim 1, wherein the first rotatable means is a cylindrical drum, as may be the second rotatable means.

6. (Amended) A compensating system as claimed in claim 1, wherein the central shaft extends upwardly beyond the second rotatable means.

7. (Amended) A compensating means as claimed in claim 1, wherein the connecting means include a pin attached to the first rotatable means and extending upwardly through an elongate, arcuate slot in the second rotatable means.

8. A compensating means as claimed in claim 7, wherein the pin extends upwardly beyond the second rotatable means.

Art Unit: 3616

9. (Amended) A compensating system as claimed in claim 7, wherein there is included a biasing system including two generally parallel and spaced apart arms pivotally attached to the second rotatable means at one side thereof and extending beyond the opposite side, there being provided a spring operatively connecting the two arms, the central shaft and the pin being located between and acting upon and being acted upon the two arms.

10. A compensating system as is claimed in claim 9, wherein the compensating means is mounted to the vehicle by means of an arm pivotally attached to the vehicle and to the compensating means, the arm having a spring between it and the vehicle.